

COUNTRY Eastern Approved For Release 2003/08/12 : CIA-RDP82R001R04400130005-7

TOPIC Drewitz Airfield

EVALUATION see below PLACE OBTAINED 25X1

25X1 DATE OF CONTENT 11 July to 15 August

DATE OBTAINED [redacted] DATE PREPARED 22 September 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. On 8 August 1952, a conference was held at Drewitz airfield which was attended by Staatssekretär Wilhelm Mayer and some members of the Werder construction staff. [redacted] Staatssekretär Mayer stated that Drewitz airfield was a priority project for the new German Air Force. (1)

25X1

2. It was doubted whether the target date for completion of concreting work on the runway will be kept. Boring for water became very difficult because of the stony subsoil which had to be blasted by a special Soviet demolition team.

3. The number of workers remained almost unchanged up to 9 August because the hiring of laborers became more and more difficult. In early August, VP men arrested an unloading detail of six workers on the construction site. The reason for the arrests could not be learned.

4. The first deliveries of cement had arrived at the field. About 35 carloads of crushed stones arrived daily. There were difficulties in the procurement of spare parts for the large power shovels. If these difficulties could not be overcome the case was to be treated as a public emergency and reported to Herr Koenig (fmu) or Frau Schietoff (fmu) of the German Domestic and Foreign Trade Agency (DIA), Nauerstrasse, Berlin. This office was to disburse westmarks to the representative of the construction staff in Drewitz in order to buy the required parts at the firms of Hermann Schmidt, 14/15 Nuernberger Strasse, Berlin-West and Pempenschulze, Potsdamer Strasse, Berlin. The DIA would exchange the eastmarks at a rate of 1:1. (2)

5. Eleven additional temporary buildings, each 10 x 30 meters, were erected in the old cantonment. More buildings were under construction there.

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[REDACTED]

25X1 7. On 7 August, [REDACTED] that construction at Drewitz airfield is to be completed by the fall of 1952. Allegedly, work is to be done in three shifts including Sundays.

[REDACTED] 8. On 12 August, the Cottbus railroad district office issued a train schedule according to which two additional pairs of trains for the shipment of material will run daily to Drewitz airfield.

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(4)

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[REDACTED] Comments.

(1) From available information it is inferred that special construction work is being done at Drewitz airfield. The airfield is a first priority project. The runway is to be more than 3,000 meters long. An aircraft plant, probably a repair hangar, is scheduled to be built at the field. From this information it is doubted whether the statement of Staatssekretär Layer that the airfield is to be taken over by a new East German Air Force is correct.

(2) The German Domestic and Foreign Trade Agency is a control agency which is assigned to the Ministry of Economics. Herr Koenig was departmental chief in the Ministry of Finances in 1951. Frau Schietoff is reported for the first time. It is known that the West Berlin firms of Schmidt and Pumpe Schulze sell the material required by the Dresden Bauunion.

(3) The minutes contain details on the required preliminary work for current and water supply, billets for workers, spur track etc. Construction superintendents Jahn and Zoenchen who were previously reported are confirmed by this document.

(4) The reported railroad signal station at Grabkow at kilometer marker 197.61 on the main railroad line between Cudren and Cottbus is not entered on available railroad maps.

25X1 (5) The statements [REDACTED] show that work at Drewitz airfield progresses slowly because of technical difficulties and a shortage of workers. However, work is to be accelerated in the future.

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